

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" Capt. Radermann	WEDNESDAY, 14th July, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Biorer	About WEDNESDAY, 14th July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 16th July, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	TUESDAY, 13th July, 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th July, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST-SIMONS	Girard	19th July, P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC	Lafont	20th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOMKIN	Charbonnel	22nd Aug., P.M.
MARSEILLES, VIA PORTS	CALEDONNIEN	Bruno	3rd Aug., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 5th July, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KODANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDQUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The latest and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sootta,

A. I. and Watkins.

Yokohama, April 28th, 1903

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.
Apply to—
S. D. SETNA,
No. 6, Des Vaux Road.
Hongkong, 21st June, 1909.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

NOS. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VAUX ROAD next to the Hongkong Hotel.

FLATS in MOOREY TERRACE.

No. 10, DES VAUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, James & Co.). Rents low.

Apply to—
THE COMPADORE DEPARTMENT,
E. D. SAMPSON & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

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Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

INDIA CHINA STEAM NAVIGATION COMPANY, LIMITED.

ANNUAL REPORT.

The twenty-seventh annual report of the board of directors states:—

The directors now submit their report and statement of accounts for the year 1908.

The depression in Trade and Shipping, to which allusion was made in last year's report, was intensified during 1908, and the year's accounts show a loss of £33,255. 15s. 9d. To meet this, and to provide for the depreciation of the fleet, £55,358. 12s. £80,000 has been taken from the underwriting account and £10,000 from the general reserve fund. After making these appropriations, and meeting all expenses chargeable upon the year, there remains a balance of £15,162. 0s. 8d., which will be carried forward.

The later reports from China have been of a more reassuring character. Freight in many directions have shown a considerable improvement, and there is reason to hope that this improvement will be continued. A committee of the board has been for some time, and still is, closely considering the heads of expenditure with a view to effecting any economies which might be found possible.

No additions have been made to the Company's fleet during 1908, and no building contracts have been entered into.

During the present year advantage has been taken of low rates to cover the bulk of the insurance on the fleet outside, instead of carrying it in the company's underwriting account.

The retiring directors are Mr. W. Paterson and Mr. W. W. Dickinson, who, being eligible, offer themselves for re-election.

Messrs. Turquand, Youngs & Co., the Auditors, retire and will be proposed for re-election.

By order of the Board,

A. G. WELLS,
Secretary.

9, Cornhill, London, 19th June, 1909.

BALANCE SHEET AT 31ST DECEMBER, 1908

To share capital: Authorized £1,200,000, divided into 120,000 6 per cent. cumulative preferred, ordinary shares of £5 each. ... £600,000

Subscribed and paid up—
49,519 cumulative ordinary shares of £5 each. ... £247,945 0 0

49,519 deferred ordinary shares of £5 each. ... £247,945 0 0

To first mortgage debentures—
First issue of £345,000 ... £345,000 0 0

Subscribed and issued—
Also £50,000 issued and lodged with bankers as security for temporary loans as may be required. ... £395,000 0 0

To balance of underwriting account—
... £18,891 18 11

To sundry creditors in London and China ... £78,813 13 8

To loans ... £19,000 0 0

To deposits ... £19,095 15 9

To balance from revenue account ... £15,162 0 8

Assets. £1,042,688 9 0

By steamships, hulks, ferry boats, &c. ... £98,054 18 4

Less depreciation written off for this year ... £55,581 2 0

By coals and provisions on board ships and godowns ... £10,891 7 0

By office furniture ... £58 1 0

By sundry debts in London and China Agents' balances, freights &c. ... £70,016 0 11

By cash in London and China ... £12,605 11 5

By expenses of debenture issue ... £18,240 12 9

Less written off at the rate of 10 per cent. per annum ... £1,824 1 3

£16,416 11 6

£1,042,688 9 0

REVENUE ACCOUNT.

For the year ending 31st December, 1908.

Dr. £ s. d. £ s. d.

To general charges and telegrams in London and China, including directors, trustees and auditors' fees ... £6,507 17 4

To general interest ... £4,698 4 2

To debenture interest ... £12,636 10 6

To expenses of debenture issue, amount written off ... £1,824 1 3

To loss on working of steamers for the year ... £7,480 2 6

To depreciation account—On steamships, &c. ... £55,358 12 0

To balance transferred to balance sheet ... £15,162 0 8

Cr. £103,776 8 5

By balance brought forward from 1907 ... £28,631 1 5

Less dividend paid ... £14,876 14 0

By amount transferred—From general reserve fund ... £10,000 0 0

From underwriting account ... £80,000 0 0

By transfer from ... £21 0 0

£103,776 8 5

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Mantua.

From Australia, ex S.S. Moolah.

From Calcutta, ex S.S. Myana.

From Pusan Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 7th July, 1909.

S.S. "CALEDONNIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. "Dordogne" and from Havre ex S.S. "Dordogne", and from Bordeaux ex S.S. "Le Roy Lallier", in connection with above Steamer are hereby informed that their Goods, with the exception of Furniture, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 15th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,

Agent.

Hongkong, 8th July, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARI,"
FROM ANTWERP, MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognised.

Intimations.

Powell's
Furnishing
Department

is now replete with an entirely new collection of

BEDROOM
SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN
OFFICE
FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL
BOOKCASESAND
FILING
CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S
(FIRST FLOOR)
ALEXANDRA
BUILDINGS.

28, Queen's Road.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine Per Bot. \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent.

30th April, 1909.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

司公銘隆李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at

No. 39, DES VOUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom references can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG (supplied the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

PARA VENDA.

GRANDE sortimento de LIVROS

de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Preços modicos.

Dirija-se a

GRACA & CO.,

27, Des Voux Road.

Hongkong, 8 Junho de 1900.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 10 September, 1908.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELESS) FORM.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER

NEED NOW DESPAIR,

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW REMEDY

THERAPION

a complete revolution has been wrought in the treatment of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION NO. 1—The Sovereign Remedy for discharges, suppurating ulcers, the use of which does irreparable harm by laying the foundation of infirmity and other serious diseases.

THERAPION NO. 2—The Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swelling of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 3—The Sovereign Remedy for indigestion, nervousness, insomnia, sleeplessness, distaste and incapacity for business or pleasure, loss of appetite, biliousness, indigestion, pains in the back and head, and all disorders resulting from disordered, early excesses, etc., which the faculty persistently ignores, because it is impossible to cure or even relieve.

THERAPION NO. 4—The Sovereign Remedy for rheumatism, neuralgia, sciatica, lumbago, and all those painful affections which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 5—The Sovereign Remedy for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 6—The Sovereign Remedy for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 7—The Sovereign Remedy for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 8—The Sovereign Remedy for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 9—The Sovereign Remedy for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 10—The Sovereign Remedy for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 11—The Sovereign Remedy for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 12—The Sovereign Remedy for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 13—The Sovereign Remedy for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION NO. 14—The Sovereign Remedy for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

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THE FUSHUN COLLIERY.

PROSPECTS OF THE ENTERPRISE.

Writing with reference to the prospects of the Fushun Colliery in Manchuria, which is being worked by the South Manchurian Railway Company, the *Nippon* remarks that the future of the colliery is being awaited with great interest by coal producers and merchants and industrial men. Seven pits have now been opened up in the colliery—three at Chien-kin-chai, two at Yang-pai-pao, and two at Lao-ku-tai, and the total daily output of the fuel from the pits is about 1,800 tons (the quantity may be increased to 3,000 tons if there is a demand). The total output for last year was 492,761 tons, the quantity sold amounting to 441,581 tons. Of this amount the South Manchurian Railway Company took 274,771 tons, the rest being sold to general buyers. The mining expenses are not more than ¥1.80 per ton, so that the price of the coal is low. Calculated from the price of coal shipped to Shanghai, it could be imported into Japan and sold at ¥1.10 for about ¥6 per ton. When the Oyama and Togo mines are worked, the mining expense may be reduced to ¥1.50 per ton. It is believed that the freight from the colliery to Tairen, which is now 1 sen per ton per mile, could be reduced to 1 sen, which would amount to about ¥1.40 over the distance of 277 miles separating the two places, and the price of the coal could be reduced accordingly. In quality Fushun coal is in no way inferior to the best quality produced in Japan, while its heating power is far superior. It is therefore believed that Fushun coal will be extensively imported into Japan in course of time. With the present producing capacity of the mine, the question arises as to how much could be imported into this country. As stated, the fullest extent of the output at present does not exceed 3,000 tons a working day—between 500,000 and 700,000 tons a year. Of this quantity, about 300,000 tons are consumed by the South Manchurian Railway, while 80,000 tons are supplied on contract to the Seoul-Fusan Railway. When these amounts are deducted, the remainder available for the general market will not exceed 300,000 tons; and there are many other markets better than Japan as will be seen from the amount of shipments made last year, which were as follows:—

	Tons.
Japan	3,800
Chefoo	7,254
Shanghai	6,485
Hongkong	3,906
Harbin	8,716
Other places	530

Thus the amount imported into Japan last year was not more than 3,800 tons. If the Togo and Oyama mines are opened in 1912, which will cost some ¥10,000,000, the output will be increased by about 1,600,000 tons, bringing up the total to not more than 2,000,000 tons. The consumption of coal by the South Manchurian and Seoul-Fusan railways will increase in 1912, so that the amount available for the general market may not exceed 1,500,000 tons. There being, as stated, better markets for the fuel than Japan, the amount imported into this country may not exceed 1,000,000 tons in 1912. On the other hand between 3,000,000 and 4,000,000 tons of coal are annually exported from Japan, so that even if 1,000,000 tons are imported from Fushun, so long as the price is maintained at about ¥6 per ton, the market for Japanese coal will probably not be affected. It will not be possible for a long time to bring sufficient Fushun coal to supply all the demands of the railways in Japan, and the day is yet distant when the coal market in Japan will decline on account of the importation of the Fushun product.

It would seem that the main object of the above article is to reassure the owners of Japanese coal mines, who may fear the competition of the Chinese mines owned by Japan.—*Japan Chronicle*.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of 10th inst.:

The freight market during the fortnight under review has presented no fresh feature of importance, business continued to be restricted, and rates of freight have therefore remained below the profitable mark.

The same weak feeling prevails in connection with Saigon-Hongkong freights, and the rate has now receded to 8 cents, on which basis one of the boats regularly trading has been settled. Saigon/Philippines—A few charters have again taken place, also in this direction the rates showing a downward tendency. Another boat of about 30,000 piculs might find employment at 22 cents.

A steamer has been engaged for a round voyage from Saigon to Java and back to Hongkong, terms of charter not being reported.

Newchwang/Canton—Charterers have succeeded in engaging two vessels at 24 cents per picul, usual part cargoes, and another boat or two are being inquired after at same rate. Some demand has existed for tonnage from Newchwang to Amoy, and this result has been the fixture of two carriers on basis of about 22 cents per picul.

Reports concerning Northern freights, Yangtze business in particular, continue unfavourable, and during the next few months no improvement is expected.

The position of coal freights remains the same. The following rates have been paid during the fortnight: Kebao to Canton \$1.70, Hongkong to Canton \$1.65, Haiphong to Canton \$1.80, Moji to Hongkong \$2.

Sail Tonnage Loading or to Load—For Baltimore and New York—None.

Sail Tonnage Disengaged—None.

Departure of Sailing—Brit bark *Alhida*

left for Baltimore.

Intimations.

Colonial Secretary's Department.
No. 401.
HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, &c., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in Government Gazette as Notification No. 401 of the 2nd July, 1909.

A. M. THOMSON,
Colonial Secretary.

2nd July, 1909.

NOTICE.

THE VALUE OF THE HONGKONG DOLLAR as proclaimed by the Director of the United States Mint for the three months to end September 30, 1909, is .413 in terms of American Gold Currency.

Consular Fees for the quarter ending September 30, 1909, will be as follows:

Invoice\$ 6.10
Extra Copy of Invoice2.45
Loading Certificate6.10
Bill of Health12.15
Supplemental Bill of Health6.10

Hongkong Currency only is accepted in payment of fees at this Consulate General. The Invoice Clerk is forbidden to accept any Chinese coin whatever or to accept Hongkong fractional coin in amounts of over \$1.00 at one time.

STUART J. FULLER,
American Vice Consul General
in Charge.

Hongkong, 8th July, 1909.

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have now 40,000 cubic feet of GOLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,
Manager.

Hongkong, 11th January, 1900.

O. C. MOOSA,
1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEL-
INGS, VOILES, &c., &c.

LADIES' AND CHILDREN'S
UNDERCLOTHINGS.

Samples on application. Coast
Port orders carefully executed.

October 30th September, 1908.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

2nd December, 1908.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 9th July, 1909. 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef steaks & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Sble

" Breast—Ngau Lam

" Soup, Tong Y

" Steak—Ngau Yuk Pa

" Slices—Ngau Lau

" Sausages—Ngau Yuk Chong

Bullock's Brains— " Know per set

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tan

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-

tau-kook.....set \$1.00

Mutton Chop—Yeung Pal Kwai

" Leg—Yeung Pal

" Shoulder—Yeung Shau

Pigs' Chittlings—Chi cheong

" Brains—Chi Know.....per set

" Feet—Chi Kook

" Fry—Chi Chak

" Head—Chi Tan

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Con

Pork Chop—Chi Pal Kwai

" Corned—Ham Chu Yuk

" Leg—Chi Pal

" Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

" Kook

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

Sacking Pigs, To Order—Chu Chai

" Sausages—Ngau Chai Yuk Tong

" Mutton—Sung Yeung Yau

Intimation.

A. S. WATSON & CO.
LIMITED

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!It has been proved by repeated experiments
that "WATSON'S HYGIENOL" is the
most potent agent for the destruction of fleas,
especially rat fleas.It has now been proved that Plague is
conveyed to human beings by means of fleas
from rats which have died of this disease.All risk of infection can be avoided by
washing the floors, etc., or sprinkling where
the fleas are likely to be with a dilute solution
of "WATSON'S HYGIENOL." A tea-
spoonful (a pint of water, or a teaspoonful to
three gallons, makes a solution of the strength
required for this purpose.HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDEPrice per Pint.....50 cents
" " Gallon\$2.00A. S. WATSON & CO.,
LIMITED,

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

17, Des Voeux Road, Hongkong, 17th March, 1909.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 12, 1909.

CHINESE APPEAL TO THE
SECRETARY OF STATE.

That the Chinese community in Hongkong is deeply moved over the proposal of the Government to make spitting a "law-made crime" can be plainly gathered from the petition—a document of unusual verbiage which has been framed for presentation to the Secretary of State in protest against the enforcement of the law. From our point of view there was no need to ransack the files of Hansard in order to explain the situation and set forth the position of the signatories *vis-à-vis* the question at issue. A terse epitome, if that is not too tautological, of the events which had offended the susceptibilities of the Chinese would have done equally well, for it is to be remembered that while with the Secretary of State rests the final decision such petitions are generally relegated to the permanent staff of the Colonial Secretariat for consideration in the first instance and a *prima facie* made of their contents. Now it is undoubted that this question of expectorating in public places is an exceedingly difficult one to handle. There appears to be something in the air of China and of Hongkong which leads to the formation of an unquestionably repulsive habit. Even Europeans are met at every corner who have contracted the disease, people who under other circumstances would never dream of distributing globules of phlegm at large and to the disgust of their neighbours, who, on returning to their native land, immediately forget the practice which has held them in unconscious bondage while in China. With the Chinese the custom of spitting seems to be inborn, for children and in some cases women are to be met light-heartedly giving vent to the microbes which have been tickling their larynx. The question is, How is this nuisance to be mitigated, and finally suppressed? And there's the rub. If, as the Chinese petitioners point out, every policeman, Indian and Chinese—we say nothing of the European force because its members may be trusted to

interpret the discretionary powers conferred on them in a generous spirit—is empowered to arrest at sight those of the Chinese community who offend against the law by inadvertently, shall we suggest, spitting in a public place, meaning public buildings, vehicles, wharves or sidewalks, then, to quote: "the daily number of arrests under this section alone will be so immense that the strength of the force, the time of the courts and the accommodation of the gaol will be taxed to their utmost limit. Moreover, the enforcement of the law will give rise to considerable friction between the European firms, and their Chinese customers, who are in almost every transaction represented by their servants. These servants, more or less addicted to the habit of spitting, form a very important factor in business. Should they be driven into avoiding the premises occupied by European firms a dislocation of business, and a rupture of the friendly relations existing hitherto between the European merchants and their Chinese customers will, inevitably result." Then what are the Sikh and Chinese policemen going to do? Are they going to make fish of one and flesh of the other? Are they to determine the enormity of the offence by the area of the spit? Or are they to use the power thus given them to harass the Chinese and employ it as an instrument of revenge and blackmail? It is true, that the proposal has been made to instal cuspidors in all public buildings but what Chinaman or other person who has been accustomed to emulate the beggar, by giving away something which the rich man keeps, will remember, till it is too late, that such a thing as a spittoon has been placed there for his convenience? In the United Kingdom, the public have been educated to the pitch of curbing the desire to expectorate, whenever the feeling comes over them. But not quite, be it understood, otherwise why those signs on tramcars and placards in places entreating the citizen not to spit? Who ever heard in England of a prosecution for this offence which has aroused the indignation of the Chinese? There may have been cases but we do not, for the moment, recall them, and in our opinion the average policeman at home has so many more important duties to perform that he would probably find it unprofitable to arrest an individual who had committed this admittedly odious but nevertheless not unnatural "crime." Moreover, not only would he be made the butt of ridicule by his comrades, but it is probable that his superiors would look askance at the officer whose diligence was mainly confined to the apprehension of otherwise worthy citizens for a trivial offence to the neglect of his proper duties. The arrest of persons for spitting in public places would be on a par with the arrest of small boys for riotous and disorderly conduct in as much as they reviled the constable on his beat and ran away precipitately. Such cases have happened in England; so there is no reason why they should not happen in Hongkong the enlightened. Reverting again to the spitting question, from which we have digressed as the result of past incidents crowding on the mind, the idea of the petitioners is that "in order to mitigate such a nuisance your petitioners firmly believe that under the present conditions and circumstances, and in view of the situation of Hongkong, time and educational measures will be found more effective than coercion by legal enactments." His Excellency the Governor appeared to entertain similar views, when he graciously promised that no regulations would be made for a period of six months; but your petitioners are humbly of opinion that it would appeal more to the Chinese, if section 8 itself was deleted and the consideration of passing such a law postponed. The adoption of the former course has still a tendency to wound the susceptibilities of a large section of the Chinese community, while the adoption of the latter will clearly demonstrate that His Majesty's Government has no intention, at any time, to harass the Chinese community with irritating legislation or to coerce them into compliance by threats. That is a sane and sensible conclusion—to trust to time and education rather than to legal coercion to abate the nuisance. It was the Colonial Secretary who said that the law would be futile if no penalty was attached, because it would resemble a gun for which no cartridges had been provided, or words to that effect. Well, as the Chinese show, the adoption of stringent sanitary measures and the expenditure of strenuous endeavours to enforce them met with little or no success until the co-operation of leading Chinese gentlemen had been obtained and the sanitary laws relaxed. The petition of the Chinese, backed up as it is we understand by influential firms, is worthy of the consideration of the local Government. We confess we have little hope of its success in London unless the Governor here gives it the justifiable benefit of his countenance, for it is not at all improbable that it will fall into the hands of a subordinate permanent official and conveniently shelved. In all we have said we do not wish it to be understood that we argue in favour of the spitting habit; what we maintain is that less drastic measures should take the place of those which it is proposed to enforce, against the united feeling of the Chinese community.

TYPHOON NIGHT SIGNALS.

Perhaps the principal topic of conversation during the last day or two in those circles where budding scientists and acknowledged orators abound has had reference to the mysterious, evanescent typhoon which has been hovering round the Colony like some Oriental spectre of evil for nearly a week. Day after day, the Observatory has reported that the typhoon was within three hundred miles of the Colony, as if that were any consolation to the average neophyte in such matters. Not only so, but the typhoon has persisted in remaining within the dangerous zone, threatening all the time to pounce down upon a peaceful and placid people. Night after night the eminently respectable citizens of this sentinel outpost of the Empire—which is rather an appropriate phrase in these patriotic days—have gone to bed, perhaps a little later than usual but always at a reasonable hour, in the sure and certain hope of being awakened before daybreak by the crashing of broken glass, the whirling of shattered jalousies, and the uproar of demon wind. Their hopes have been sadly blighted and now there is no faith in them. Here is a typhoon which sends along a herald every now and again to announce its coming, and many cautious residents prepare for its arrival by leaving all their moveable goods in such a position that they may become the sport of the storm and thereby add to the spectacular picturesqueness of the scene. For after all, what is the use and purpose of a typhoon but to enable one to recount the tremendous, the irreparable losses he has sustained by the latest evidence of nature's frenzy? Yet that typhoon hangs back like the maiden of bashful fifteen, and the worst of it is that it neither advances nor retreats. The Director of the Observatory not only condones its conduct but actually aids and abets it by keeping the danger signal at the flagstaff. It is this sort of thing that brings the Observatory under the scorn of acute amateur meteorologists, because in their opinion it is the duty of the Director to inform that stationary and recalcitrant typhoon either to forge ahead at once or betake itself to its own quarters, otherwise it will be arrested on a charge of trespassing on His Majesty's dominions. Because, in reality, this stranger at our gates is a stranger in very truth, an alien and apparently an outcast, who deserves neither pity, sympathy nor esteem. It was raised nobody knows where; it simply grewed like Topsy; and now it plays its silly pranks on a trusting Colony like Hongkong, where simple faith may be picked up in the gutter while Norman blood flows like a river on the upper levels. As we have said all these preparations to welcome the visitor, and enjoy the delightful sensation of a shudder and a shriek have been rendered nugatory—to use an official term—by the perverseness of an inconsiderate and, for all we know, cheap-tinselled typhoon, which is neither here nor there nor anywhere else. And, again, consider the troubles of the newcomer who has never seen or realised what a typhoon is made of or what it can achieve? The only persons who seem to derive any satisfaction from the vagaries of this particular storm-warning are the maser mariners, who prove conclusively that the typhoon does not exist or, if it ever did, it has made violent tracks for Fainan Straits, for as there was a depression at the Paracels and Pratas Islands lately came into considerable prominence it is obvious to the meanest intellect that the typhoon is bound for Hainan to disperse itself somewhere in the region of Indo-China. Q.E.D. One feature of these discussions has been the suggestion that the Observatory might follow up its system of day signals, which give both the direction of the wind and approximate contiguity to Hongkong, by adopting a system which would afford the same particulars at night. At present the night signals simply declare (1) that the typhoon is believed to be more than 300 miles from the Colony—green, green, green; (2) that it is believed to be within 300 miles—green, red, green; and (3) that the wind may be expected to increase at any moment to full typhoon force—red, green, red. It is submitted that if, in addition to these, a white signal was added it might be possible to frame a code which would meet the requirements of the shipping community. For example, any vessel at Kowloon could be kept informed by telegraphic despatch, of the direction of the wind throughout the night and thereby the master could decide whether it was advisable or not to make the passage to Hongkong by that tide. The question is one which might be considered by the Director of the Observatory as well as the Harbourmaster. We give it for what it is worth but there certainly seems to be something in it.

It is reported that Commissioner Tang Shao-yi will be appointed President of the Waiwupo, Grand Councilor Chang Chih-tung has obtained leave on account of indisposition.

It is stated that H. E. Tans Fang, Viceroy at Nanking, was present on the 5th to lay the foundation stone for the Nanyang Industrial Exhibition. A large number of guests were invited on this auspicious occasion.

An Insurance Dispute.

ECHO OF THE TYPHOON.

CHINESE SHIPPER'S CLAIM AGAINST
INSURANCE COMPANY.

An action which will interest the shipping world occupied the attention of the Chief Justice (Sir Francis Pigott) in the Supreme Court, the whole of to-day, and is expected to continue for several more days.

The case in question is that in which the Kai Tai firm of traders, 326, Des Voeux Road West, is suing the International Lloyd Insurance Company of Berlin with offices at Prince's Building, for the recovery of the sum of \$5,500.

The plaintiff firm's claim is for the loss, under a contract of insurance upon a cargo of betelnut shipped on board the steamer *Sun On* on the 27th July, 1908, at Hongkong for delivery at Samshui and Wuchow. The plaintiffs claim the sum of \$5,500 and interest.

Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Siug, appears for the plaintiff firm; Mr. M. W. Slade and Mr. J. W. Orr, with whom was Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master, was for the defendants.

STATEMENT OF CLAIM.

When the proceedings opened, Sir Henry Berkeley dealt with the statement of claim, which we present below, as follows:—

The plaintiffs have for some years immediately prior to the 27th July, 1908, done marine insurance business with the defendant company through their agents. By arrangement between the plaintiffs and the defendant company the course of such business was as follows:—At the time of making an application for a policy of marine insurance, such application was made in writing on a prescribed form contained in a counterfoiled book; if such application was accepted, the application form was received into the office and the counterfoil was "stamped" by the defendant company, and the premium, therein stated became owing but was not then payable; a policy of insurance duly stamped was then handed to the plaintiffs on the day following the acceptance of the application, or as soon thereafter as possible, and the stamped policy was then taken to the manager of the defendant company and was signed by him; an account of premium owing was kept between the plaintiffs and the defendant company, and what was due was paid by the plaintiffs to the defendant company at the end of each current year. At or about 3 p.m. on the 27th July, 1908, the plaintiffs through the broker of the defendant company made an application to the defendant company for a policy of marine insurance for \$5,500 against perils of the sea on certain goods, to wit, 263 bags of betelnut to be shipped on board the steamship *Sun On*, risk to continue until the bags of betelnut should be safely landed at Samshui and Wuchow. The application was written out by the plaintiffs on a form taken from the counterfoiled book of application forms used by the plaintiffs in their business with the defendant company. The application was handed to the broker of the defendant company and accepted by him. At or about 3.15 p.m. on the 27th July, 1908, the application was taken in No. 176, Wing Lok Street by the plaintiffs with the counterfoiled book of application forms to Lam King Hing, the agent of the defendant company, who chopped the counterfoiled book, thereby accepting the risk; the application itself was subsequently at 4 p.m. on the 27th July, 1908, delivered and received by the defendant company at the office of their agents, Messrs. Sander, Wieler & Co., a stamped policy of insurance in terms of the plaintiffs' application was subsequently made out by a clerk of the defendant company. Shortly after 4 p.m. on the 27th July, 1908, the goods were shipped by the plaintiffs on board the steamship *Sun On*. At or about 12 noon on the morning of the 28th July, 1908, the plaintiffs through the broker of the defendant company applied at the office of the defendant company for the policy which the defendant company had agreed to issue in accordance with the plaintiffs' accepted application on the previous day. A stamped policy of insurance for \$5,500 in accordance with the plaintiffs' application was thereupon handed to the broker for the plaintiffs. The stamped policy of insurance was thereupon taken by the broker to the manager of the defendant company in order that the latter should sign the policy, but the manager refused to sign the policy. At about 2 a.m. on the 28th July, the *Sun On* had foundered in Hongkong harbour during a typhoon and the goods were totally lost. At the time this occurred, the premium on the policy of insurance on the goods had not been paid, because such premium was not payable until the end of the then current year. The plaintiffs have always been ready and willing to pay, and have offered to pay, the premium due on the policy of insurance, but the defendant company has refused to accept payment of such premium. At the time of the loss of the plaintiffs' goods, the plaintiffs were interested in the goods to the value of \$5,500.

Counsel then proceeded to open his case. He said that it would be proved by the plaintiff that on the 27th July, 1908, they put in an application for insurance for \$5,500 for certain goods to be shipped by the steamer *Sun On*. That application was taken from plaintiffs by a person with whom they had had dealings for many years—a man named Lau King Hing, an insurance broker solely in the employ of Messrs. Sander, Wieler and Company, which firm are agents for the International Lloyd Insurance Company of Berlin, a firm with which the plaintiffs had done a considerable amount of business. The application, having been received by the broker, was handed in to the office of Messrs. Sander, Wieler the same afternoon and received by them at about four o'clock. The application was made on a form, taken from a counterfoiled book, supplied to the plaintiffs by the broker.

Sir Henry proceeded to say that some time previously, 13th July, a similar application was

made to the defendants, by plaintiffs, for the insurance of certain goods by the steamer *Kwang Tai* for \$1,000. That application was made to Lau King Hing, the same broker, on the 13th July, the goods were put on board and the ship sailed and the insurance policy for the *Kwang Tai* issued on the 14th.

Returning to the case in point; the application was made on 27th July, and on the same day the goods were put aboard the *Sun On*. But on the following morning, the time fixed for the departure of the vessel, a typhoon burst over Hongkong, and the *Sun On* was sunk at her wharf and the cargo lost. On the following day the plaintiffs' manager, in company with Lau King Hing, made application for the insurance policy and was refused, the defendants saying that their application had not been accepted. No premium had been paid by plaintiffs, said Counsel, because it was the custom between the parties to settle up accounts at the end of the year. Everything was done in this case as in that of the *Kwang Tai*. There was no difference—no act was omitted.

When defendants' broker accepted the application the risk was undertaken as in the *Kwang Tai* case. If the *Sun On* had sailed, if there was no typhoon, to sink her, said Sir Henry, plaintiffs would have got the signed policy next morning. Now that they had received the application, he added, they could not escape liability.

THE DEFENCE.

For the defence there was a total denial, as will be seen from their statement appended:—

The defendants did not on the 27th or 28th of July, 1908, either by themselves or by their agents, accept any application for, nor did they agree to issue, nor did they issue to the plaintiffs or to any person acting on behalf of the plaintiffs, any policy of marine insurance for \$5,500 or for any sum against any perils in respect of the alleged goods or any goods to be shipped on board the *Sun On*. While admitting that it is the custom of their business as carried on by themselves and their agents, that an account of the premiums owing by their (defendants') several customers is kept between the defendants and the customers and that such accounts are sent in and become payable at the end of each current year, the defendants deny that the alleged arrangement or any arrangement whatever was made between the plaintiffs and the defendants or the defendants' agents. The defendants further deny that the course of their business as carried on by themselves or their agents is or ever was as alleged in the statement of claim. No application for a policy of marine insurance was ever accepted by the defendants and no agreement to issue such policy was ever made and no such policy was ever issued by them and becomes a valid policy until and unless such application, agreement or policy has been signed by the manager for the time being or the agents of the defendant company or their representative duly authorised and no premium becomes owing or payable in respect of any such application, agreement or policy unless and until the application, agreement or policy has been so signed by such manager or representative for the time being. Neither the manager of the defendant company's agents (Messrs. Sander, Wieler & Co.) nor any representative on the 27th or 28th July signed any application for or any agreement for a policy of marine insurance in respect of the goods to be shipped on board the *Sun On*. Defendants say that if, which they do not admit, any clerk or servant of the defendant company's agents in Hongkong, other than the manager for the time being of the agents or their representative duly authorised did on the 27th or 28th July, 1908, accept any application for or agree to issue or did issue or did purport to issue any policy of marine insurance of any kind whatever in respect of the *Sun On* or of any goods to be shipped thereon or in respect of any ship or goods, such act of such clerk or servant was not in the course of his employment and was not within the scope of his employment and was wholly unauthorised by the defendant or the defendants' agents. In the alternative, defendants say that if, which they wholly deny, the agents of the defendants did agree to issue or did issue any policy of marine insurance in respect of the goods to be shipped on board the *Sun On* such agreement was made or such policy was issued after the goods had to the knowledge of the plaintiffs already been lost when the *Sun On* foundered in Hongkong harbour at or about 2 a.m. on the 28th July, 1908, and that such agreement or policy was therefore void.

Evidence was called, on behalf of the plaintiffs, and the case adjourned.

A JOCLAR WITNESS.

CURIOUS THEORY OF DISMISSAL.

During the progress of a Chinese insurance man's examination in the witness-box in an important case reported elsewhere, in the Supreme Court this afternoon, Mr. M. W. Slade asked the Celestial if he had not been dismissed from the employ of Messrs. Sander, Wieler and Company shortly after the memorable typhoon of 28th July, 1908, for an alleged irregularity. It was clearly noticed that the witness was evidently trying to quibble, as the following dialogue between him and Counsel will show:—

Mr. Slade—Were you not dismissed from Messrs. Sander, Wieler and Company?

Witness—No.

Mr. Slade—I put it to you that you were dismissed from the firm.

Witness—I left at my own discretion. The Company did not want me and I didn't want to have further connection with the Company.

Mr. Slade—It is quite clear the firm didn't want you?

Witness—Yes, and they put a notice in the papers to that effect.

During these proceedings, several people in Court gave audible sounds of merriment.

THE WAIWUPO IS PREPARING TO negotiate with the Japanese Minister on the Antung-Mukden Railway question.

A Sensational Affair.

SUSPECTED PIRATES CAPTURED
IN HONGKONG.FINDING OF INCRIMINATING INSTRUMENTS
AT WEST POINT.

If the story which has been related to one of our representatives this morning is correct, there is no question that a most daring plan, worked out by a number of men, to attack a cargo-boat in this harbour, or to embark as passengers and then carry out their dastardly deed while at sea, has been frustrated by Inspector Robertson and his able detectives, at West Point.

At about nine o'clock last night the sensational news reached No. 7 Police Station. It was to the effect that preparations had been made, and would shortly be carried out, by a number of men, residing at 27, Belcher's Street, to attack and rob the crew of the junk *Tai Ping*, which carries on a passenger and cargo trade between this port and the port whose name she bears. The *Tai Ping* at the moment was moored off Connaught Road West.

The plans of the pirates, as they were supplied by the informers to police, were two-fold. Firstly, that they should board the junk after dark and the deed should be carried out there, and then, one of the pirates, who was a friend of the boatman of the *Tai Ping*, who was known to be never without a revolver, was to pay him a "friendly" visit and "get rid" of him, by knocking him over the head, before he was joined by the others. The other alternative was to go aboard as passengers and carry out their purpose on the high seas. The latter war, no doubt, what they intended to do.

Immediately the information was received Inspector Robertson got together a number of men and lost no time in raiding the house. Seven men were found in a room. They were promptly seized and searched and some of the most murderous-looking weapons were found in their possession.

The policemen brought out such things as fighting-irons, gags, with tops attached, ready for use; a large quantity of wire, to be used for securing the crew by their ankles; a packet of pepper, for their eyes; and various other articles.

They were arrested and taken to the station, where they passed the night. Their names are:—Lo Lai (25) a hawker, Chu Kwong (30) a fireman, Wong On (26) a tailor, Chu Kong Ming (45) a doctor, U Yee (30) a coolie, Cho Tsung (44) a boatman (the supposed leader), and Wong Tan Nan (47) a school-master.

In the Police Court, this morning, they were charged with being in possession of arms without a permit from the police. This was the only charge that could be preferred against them.

The accused pleaded "not guilty," and after evidence was heard, the magistrate (Mr. F. A. Hazeldene) fined each man \$250, the alternative being six months' hard labour. They did not pay the fines. An order was made confiscating the arms, etc.

Inspector Robertson and his men deserve great praise for the prompt way in which they acted, thereby averting what would have been a most serious affair.

CANTON DAY BY DAY.

CANTON'S VICEROYALTY.

[From Our Own Correspondent.]

Canton, 10th July.

H. E. Wu Seung Lin, the Acting Viceroy at Canton, has issued an official proclamation notifying the general public that he will assume temporary charge of the Viceroy's Yamen on the 24th day of this moon (the 11th instant).

ADMIRAL LI CHUN.

Admiral Li Chun, since his return from the Paracel Islands, has been suffering from a boil in his thigh, which has been causing him considerable pain. Admiral Li intends to proceed to foreign countries for a change, on his recovery.

H. E. KO YU HIM'S DEPARTURE.

After tendering congratulations to H. F. Chang Jen Chun upon his new viceregal appointment to the Liang-Kiang provinces, H. E. Ko Yu Him left here on the 22nd day of this moon by the night boat for Hongkong, where he will soon commence negotiations with the Portuguese Delimitation Commissioners over the Macao Boundary question.

THE PRATAS ISLANDS.

The Canton Viceroy has appointed Tantai Wei Han, Chinese representative to investigate the question of the "Pratas Islands." When the Government steamship *Hoi Chau* has arrived, Tantai Wei Han will proceed with the Japanese Consul at Canton to the islands where they will jointly investigate and settle the amount of compensation to be paid to Japanese settlers incurred through the development of the island.

MACAO'S DELIMITATION.

The Macao Self-Government Society this morning sent out circulars to persuade the people not to create any disturbances during the progress of the negotiations between the Chinese and Portuguese Delimitation Commissioners on the Macao Boundary question, but at the same time warning the people from visiting the Portuguese settlement with a view to avoiding any possible disturbance.

CONSULAR VISIT.

H. E. Chang Jen Chun received the British Consul-General at Canton this morning at 11 a.m.

THE FLOODS.

The officials of the riverine districts along the West River have reported that the weather has been prevailing for the last week and that the river has resumed its normal level. There is for the present no fear of another visitation.

OPIMUM-SMOKER FORWARDED.

Yesterday, an opium-smoker who was arrested on a charge of smoking opium without the necessary wooden licence and attacking the police, was ordered to be exhibited in the stocks for three days, in addition to one month's imprisonment with hard labour.

THE Prince Regent recently Commanded the President of the Ministry of the Interior, not to prevent any one from intercepting his coming in order to prevent a political compromise.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ADMIRAL LI CHUN.

DENOUNCED BY A CENSOR.

(By courtesy of the "Sheung Po.")

Peking, 11th July.

A certain censor has denounced Admiral Li Chun, commanding the South China naval forces, for his alleged sympathy with a certain Frenchman.

The memorial denouncing Admiral Li and containing various proofs of the allegations has been pigeon-holed.

SHANTUNG.

THE NEW GOVERNOR.

(By courtesy of the "Sheung Po.")

Peking, 11th July.

The new Governor of Shantung, Shun Po-ki, will start for his post on the 16th inst.

WAIWUPU.

THE PRESIDENT'S RESIGNATION.

(By courtesy of the "Sheung Po.")

Peking, 11th July.

Liang Tun-yen, president of the Waiwupu, has decided to tender his resignation owing to the numerous difficulties he has met with in conducting negotiations with foreigners.

THE BRITISH SQUADRON.

A NORTHERN CRUISE.

(By courtesy of the "Sheung Po.")

Peking, 11th July.

The British Minister has applied to the Waiwupu for permission for certain cruisers to cruise around the waters of Hupoh.

The Waiwupu has acceded to the request and has telegraphed to the Governor of Hupoh to accord the British Squadron a cordial reception.

CHINA AND RUSSIA.

THE SPECIAL ENVOY.

(By courtesy of the "Sheung Po.")

Peking, 11th July.

Tai Hung-tze, who proceeded on a special mission to Russia to return thanks, has decided to return at the end of the present moon.

CHINESE STUDENTS.

PREFERENCE TO AMERICAN-BORN CHINESE.

(By courtesy of the "Sheung Po.")

Peking, 11th July.

The President of the Board of Education is in favour of selecting Chinese boys resident in America for education there.

CHINA AND AMERICA.

LOANS FOR NAVAL REORGANISATION.

(By courtesy of the "Sheung Po.")

Peking, 11th July.

It is rumoured that President Taft is willing to make loans to China for the reorganisation of her Navy.

The Grand Councillors have telegraphed to Wu Ting-fang, Chinese Minister to Washington, to ascertain if the rumour is well founded.

A DOG CLAIM.

ACTION AGAINST A POLICEMAN.

(By courtesy of the "Sheung Po.")

Peking, 11th July.

Before Mr. Justice Gompertz, in the Supreme Court, this forenoon, the case was concluded as which Mr. A. W. Elliot, chief time-keeper of the Kowloon-Canton Railway, stationed at Shatin, is suing Policeman Grant, of Kowloon, to recover the sum of \$25 damages for injuring a dog by shooting at it.

Mr. A. Holborn, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff. Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, defended.

Evidence was heard to the effect that on the 4th inst., while defendant was passing plaintiff's house, with his dogs following him, the latter's dog began barking. The defendant was alleged to have drawn his revolver and fired four shots, of which only struck a dog on the thigh. Plaintiff's dog, it was stated, did not leave the scene.

It was alleged for the defence that the shooting was justified, as the dog attacked defendant's dog. Judgment was entered for the plaintiff for \$25 and costs.

VICTORIA RECREATION CLUB.

DIAMOND JUBILEE.

AQUATIC FETE.

Quite an interesting programme was given through last Saturday afternoon at the Club's enclosure before a fairly large number of spectators, which gradually increased towards the end of the fete. The swimming contests on a whole were very good, the finishes in the handicap events being exciting. The feature of the day's sport was the last event viz.—The Water Polo match between two selected V. R. C. teams, who gave a fine exhibition of how water polo should be played. The Club's enclosure looked very pretty, decorated with bunting, &c. and a large lighter kindly lent by the P. and O. added greatly to the comfort of the spectators.

Altogether eight events were gone through between 4 and 6.30 p.m., as follows:—

Event 1:—Two Lengths Handicap.

This was run off in two heats, the first being won by H. W. Peterson (owes 2 seconds) with A. S. Ellis second (owes 6 seconds); the finish of this race was very close. C. C. C. Rodrigues (owes 6 seconds) won the second heat with P. M. Remedios (owes 14 seconds), a good second.

Event 2:—Running Header from Springboard.

A good number competed in this, which was won by M. A. R. Souza with F. B. da Silva a close second.

Event 3:—Four Lengths Handicap.

Four started in this race, the limit man, A. S. Ellis, won by about three yards, with P. M. Remedios (scratch) second.

Event 4:—Plunging.

Ellis carried off the honours in this with F. K. Tata second.

Event 5:—Five race 2 Lengths to be done in 1 minute and 30 seconds.

A very big number of contestants competed, the bath being pretty well filled. H. S. Johnson was the lucky one to reach home in about 90 seconds; L. E. Lammett was second.

Event 6:—Duck Hunt.

A duck was thrown in the water of the bath which denoted the signal for all the competitors to take the water and in less than a minute Ellis caught the bird which had to be changed for another. A second duck was thrown in the enclosure and this was the funny event of the day, the duck diving and swimming under water, appearing at all points with the swimmers hard in pursuit; it managed to get clear of the bath and swam out as far as Murray Pier; it was caught by Ellis again.

Event 7:—Team Race.

The issue of this looked very doubtful and some good swimming was seen, the favourite team (Barros) winning easily. The team was composed of A. V. Barros, A. J. V. Ribeiro, F. L. Rora, E. M. O. Remedios, M. A. R. Souza, Silva-Neto, and W. J. Carroll.

Event 8:—The last event of the day, the Water Polo match between teams drawn from the Club, was as follows:—

Blues:—L. E. Lammett, J. Forbes, A. H. Carroll, A. S. Ellis, A. J. V. Ribeiro, A. V. Barros and J. M. C. Lopes.

Whites:—A. E. Alves, F. K. Tata, J. M. Rora, Pereira, O. R. Chunyat, F. L. Rora, C. A. C. Rodrigues, and P. M. Remedios.

The game was fast throughout and, after a very hard struggle, ended in a win for the Whites by two goals to one.

SMOKING CONCERT.

The conclusion of the day's revels was fittingly celebrated by a "smoker" which was held in the well-appointed gymnasium of the Club, which was for the time being transformed into a concert hall. The electric fan which was temporarily installed through the thoughtfulness of the committee cooled the stuffy atmosphere of the evening, and was greatly appreciated.

Outside, the entrance to the Club-house and the grounds were brilliantly illuminated with Chinese lanterns, the principal feature of the scheme of decorations being the figures "1840-1909" denoting the age of the Club, in electric bulbs, displayed in a prominent part of the building. Crowds of Chinese, to whom a spectacular exhibition invariably appeals, gathered outside to view the tasteful embellishments with admiration.

Shortly after nine o'clock, members began to troop in, and after a goodly number had gathered, the excellent orchestra of the Sociedade Philharmonica opened the concert with a pleasing selection which was received with great ovation. Mr. Frank Lammett, the genial Secretary of the V.R.C., presided at the merry gathering, and invested the proceedings with a breezy humour, which was pleasantly infectious. During the early part of the programme, he produced and read a letter from H.E. the Governor, to the evident delight of those present. The message reads as follows:—

Mountain Lodge, Hongkong.

DEAR SIR:—Will you be so good as to offer to the members of the V. R. C. my most hearty congratulations on this 60th anniversary of its inauguration.

Probably at no time during these past sixty years has the Club been in a better condition than it is to-day, and I wish it every success and prosperity. Yours very truly,

F. D. LUGARD.

President, V. R. C.

The Secretary, V. R. C.

The first vocal item was the song "I Claim You" by Mr. L. E. Lammett. Mr. Lammett was in excellent voice and his selection greatly pleased the audience.

Mr. W. G. Worcester, of "Bany" fame, supplied the comic element of the evening, and had to respond to a double encore, the only one of the evening. "The English Rose" by Mr. E. B. Ayris was appreciated.

Mr. R. White (of the "Tamar") "The Night Watch" was splendid and was vociferously encored. Mr. R. L. Bridger gave his old favourite, "The Noisy Johnnie" in his usual capital style, while Mr. L. E. Lammett appeared for a second time in the dashing song of the "Jolly Old Cavalier" which was given a hearty reception.

Mr. F. Gopzies, violin solos were well received, that gentleman being obliged to respond to encore demands by his hearers.

Mr. Goldsmith, obliged with a formidable style of the man from the Consulate. Too much praise cannot be bestowed on the members of the Sociedade Philharmonica, whose services were a decided strong acquisition for the success of the concert. It was noticed that more than one member whose name was down on the programme were unfortunately absent, but in spite of this fact, Saturday's smoker was a decided success and will long be remembered in the annals of our oldest aquatic institution.

Mr. Geo. Grimbles acted as accompanist in the vocal solo.

PROPERTY SALE QUESTIONED.

LEAVE TO APPEAL TO PRIVY COUNCIL ALLOWED.

In the Supreme Court, to-day, before the Full Court, comprising the Chief Justice (Sir Francis Piggott) and Mr. Justice Gompertz, the adjourned application for leave to move the Privy Council in the matter of the Hip On Exchange and Loan Company, Limited, and the Hongkong and Mailla Yuen Shing Exchange and Trading Company, Ltd. (appellants) and Li Po Yung and Li Po Kam (respondents) was heard.

On Friday last, it will be remembered, this application came up, but was adjourned owing to certain inaccuracies which appeared in the petition. This, however, had been put right and the application was granted.

The last appeal, as it was brought before the Full Court some time ago, was for the reversal of a judgment delivered by the Chief Justice in an original action in so far as it directed:—(1) That the sale by the appellants to Kwok Yik Ting of certain property, the subject of a counterclaim, be set aside, and that the counterclaim be made in the Land Office Register; (2) That the appellants' claim, as plaintiffs in the action, be dismissed as against the respondent Li Po Yung with costs; and (3) That the appellants and Kwok Yik Ting (the defendant to the counterclaim) pay to Li Po Yung his costs of the counterclaim.

The Court gave decision a few days ago, on the 28th ult., to be precise, and dismissed the appeal.

Mr. H. L. Denny (of Messrs. Denny and Bowley) in the absence of Mr. H. E. Pollock, K.C. (now away) appeared for the Hip On and Yuen Shing Companies. Sir Henry Berkeley K.C. instructed by Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Deacon), represented Kwok Yik Ting. Messrs. M. W. Slade and E. Potter, instructed by Mr. F. Paget Hett (of Messrs. Brutton and Hett), appeared for Li Po Yung.

THE PRAYA EAST HOTEL.

APPLICATION FOR TRANSFER REFUSED.

A meeting of the Justices of the Peace was held at the Magistracy, this afternoon, in order to consider the application from R. H. Whittaker for a licence to sell by retail intoxicating liquors (except Chinese wines and spirits) in the house and appurtenances thereto belonging known as No. 1, Queen's Road East under the name of the Victoria Hotel, in exchange for and on surrendering the licence now held by the applicant in respect of the premises known as the Praya East Hotel.

Mr. F. A. Hazeland presided. The other Justices present were:—Mr. J. R. Wood (second police magistrate) Captain Bodeley (Captain Superintendent of Police) and Mr. C. A. D. Melbourne.

Mr. F. C. Barlow, of Messrs. Goldring, Barlow and Morrell, who was for the applicant, said that the application was before the Justices on June 25th, at which meeting Mr. Shelton Hooper appeared. He found that what he said on that occasion was incorrect. Mr. Hooper's appearance not only rendered him liable to a penalty, but proceedings could also be taken. Mr. Hooper, on that occasion, said he had an objection to make, but he advanced it at the private sitting instead of before the public. That was sufficient reason to invalidate the meeting. What Mr. Barlow suggested was that Mr. Hooper should have made the objection in public, and that was the reason that the second application was made. The applicant, naturally, considered that he had not been given a fair hearing. If sufficient objection had been brought properly forward, the applicant would have been satisfied. He trusted to the chance of getting a fair hearing with regard to that application, which was slightly different, in form that was necessary for the had to petition the Governor. The reason that he was pressing for a removal was, as he had said before, the traffic had been diverted from the existing premises, which were unsatisfactory owing to the mud and water which covered the floors. The general convenience of the public lies in the removal of the premises, as the present site was very inconvenient.

The licence was fully entitled to consideration because all licencees paid heavy fees. The public were also entitled to consideration, because the new premises would be much more suitable for the convenience of the people in that district.

Mr. Barlow believed his client is the only British licencee on the register with the exception of the Hongkong Hotel. There were no merits in that particular case, but Mr. Whittaker was apt to say, with a certain amount of justice, that the other licencees got considerable facilities for removing their licences about, but the first application made on his behalf was refused, and that, so far as he knew, without any objection, excepting the announcement made by Mr. Hooper, that he proposed to bring an objection, which, presumably, he did. He asked the Justices to seriously consider the fact that traffic had gone to another place. His client had been losing money and he hoped to be in a better position to make it on the new premises.

The Justices considered the matter in private for a few minutes, and the Chairman announced that they could not grant the application because of the locality. They had no objection to the applicant.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 12 o'clock noon to-day:—

At 11 a.m. Cyclone or typhoon East of Luzon more than 300 miles distant, direction unknown.

WE are informed by the Agents (Messageries Maritimes Co.) that the cargo of silk shipped on board the *Polynésie* which left this port on the 8th ult., was delivered in Lyons on the 10th inst.

IMPERIAL BANK OF CHINA.

PRIVY COUNCIL TO BE MOVED.

This morning, in the Supreme Court, the Chief Justice and Mr. Justice Gompertz presiding, an application was made by the Imperial Bank of China for leave to appeal to the Privy Council against the decision delivered by the Full Court the other day against them in favour of Mr. Leung Shui Kong, compradors to the Canadian Pacific Railway Company, who claimed:—

(1) To recover the sum of \$346,045.65, being the amount of surety of one Leung King Wo, deceased, under a written contract dated 28th August, 1897.

(2) Compound interest at the rate of eight per cent. per annum with half-yearly interest upon the various amounts composing the amount from the following dates, respectively:—

(a) Interest on \$186,998.85 from 15th November, 1901, until payment or judgment.

(b) Interest on the sum of \$10,605.79 from 1st May, 1902.

(c) Interest on three sums (\$65,444.75; \$13,550.52 and \$69,444) from 1st July, 1900, until payment or judgment.

In this action, the reader may perhaps remember that some years ago a man named Leung King Wo (now dead) a brother of the respondent, was appointed by the bank as sole manager for their Tientsin branch. Leung King Wo's appointment to Tientsin took place some time in August, 1897, and it seemed that at the end of that month, he proceeded to the Northern port to take up his duties. He continued to act as manager until 1900, when the "Boxer" rising took place, and in consequence of this Leung King Wo and his staff had, of course, to stop all business, during his absence in Shanghai. He had not been in the latter port for any length of time before he became ill, and sometime during the month of August of that year he died, prior to any resumption of business at Tientsin.

Previous to Leung King Wo's appointment to the responsible position of bank manager, the bank, naturally, required security from him. His brother, Leung Shui Kong (the respondent) was approached and he consented to find what security was necessary, which he did, and finally guarantee-bonds were signed. Before Leung King Wo left for Tientsin he was given as working capital for the Tientsin branch a sum of 50,000 Shanghai taels, which was equivalent to 47,619.05 Hong-ping taels, the currency in use at Tientsin, for which he gave a receipt.

After this had been settled it was noticed some months later from the half-yearly and monthly returns which Leung King Wo sent down to the head office at Shanghai, explaining the working of this branch, that the Tientsin business was making a small profit, so on the face of the returns, and from various other satisfactory reports of the bank's business, the 50,000 Shanghai taels, working capital, which was entrusted to the manager should have been untouched at the time of the "Boxer" outbreak. Some importance was also attached to the bank's chops which were in Leung King Wo's possession. It was seen that soon after Leung King Wo's arrival at Tientsin he had another set of chops made, on which appeared in Chinese the words "Imperial Bank of China" and had them made for his own private purposes. These chops were used by him, not in the interest of the bank's business; neither were they used on the returns he forwarded monthly or half-yearly to the head office of the bank.

Subsequent to the death of Leung King Wo, and when the account books came to be examined it was discovered also that two sets of books were kept at the direction of Leung King Wo. The bank's set of books was used to enter all the bank's business and the reports thereon, which was forwarded constantly to the head office for inspection. The other set of books, the "secret set," dealt with the bank's transactions, and kept by Leung King Wo unknown to the head office. When the pass-book between the Telegraph Company and the bank was examined Leung King Wo's and not the bank's chops were to be seen. This also applied to the Coast Defence book. After Leung King Wo's death full investigation was made and it came out that certain debts, one of them amounting to some 10,000 taels, was owing by the bank, to these firms, which the bank had to settle.

The application to move the Privy Council was made by Mr. C. J. Alabaster. Mr. M. W. Slade (for the respondent) took some objections to the manner in which the petition was drawn up. But this was soon rectified, and the application was granted.

HONGKONG WATER POLO SHIELD COMPETITION.

SECOND ROUND.

To-morrow the 8th Coy. Royal Garrison Artillery will meet the Corinthian Yacht Club, and on 1 Sunday at 6 p.m. the Lusitano Recreation Club will meet the V. R. C. The latter game is expected to be a good and fast one, both teams being comprised of experienced players.

The Grand Council intends to telegraph to H.E. Tai Hung-tze, Ambassador to Russia, ordering him to negotiate with the Russian Government in regard to Tsoanau and demand the evacuation of the Russian troops there.

The Chinese Engineering & Mining Co., Ltd., kindly informs us that the total output of the Company's three mines for the week ending June 25 amounted to 19,129.63 tons and the sales during the period, to 19,689.89 tons.

Mr. Charles Vigar, a veteran journalist and an old "Gallery" hand, who had been in the Middle East and Far East for something over twenty years, died of Bright's disease in the Calcutta General Hospital, on May 29. He had held many appointments on many newspapers between Bombay and Kobe, including several in Shanghai. He was, when put to it, a capable man but suffered the wandering illness of the more staid surroundings of a fixed position. He acted as war correspondent in Manchuria, and suffered considerably in health as a consequence. Mr. Vigar was 58 years of age.

Today's Advertisements.

NOTICE

THE HONGKONG ELECTRIC CO., LTD.

NOTICE is hereby given that THREE SHARE CERTIFICATES for the following Thirteen Shares Numbered 23504/—17206/17209, 17238/159, 17719/17721, 19154/—and 21937/21938 in the above named company standing in the name of JOAO ANTONIO DA LUZ (deceased) have been LOST, and should the same not be produced within a fortnight a new Certificate for the same shares will be issued in favour of the said JOAO ANTONIO DA LUZ (deceased) and the original Certificates will be declared by the Company as null and void.

GIBB, LIVINGSTON & Co., Agents.

HONGKONG ELECTRIC CO., LTD. Hongkong, 12th July, 1909. [530]

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 19th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & Co., Ltd. General Managers, HONGKONG ICE CO., LTD. Hongkong, 12th July, 1909. [532]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Girard, will be despatched for the above Ports on or about MONDAY, the 19th instant.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent, Hongkong, 12th July, 1909. [9]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"GARNARVONSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 18th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 9.30 A.M. on SATURDAY, the 17th inst.

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 12th July, 1909. [531]

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 12th July, 1909. [529]

FROM EUROPE.

THE H. A. L. Steamship

"ANDALUSIA,"

Captain Black, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 12th July, 1909. [533]

HONGKONG—BOSTON—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUBZ CANAL.

(With Liberty to Call at the Malacca Coast).

S.S. "ST. PATRICK" ... (WEDNESDAY, 14th July, 5 P.M.)

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents, Hongkong, 11th July, 1909. [10]

Intimations.

THE DAIRY FARM Co., LIMITED.

Fine Salted Australian PIGS' TROTTERS.

96 Cents a Dozen. Hongkong, 24th June, 1909. [530]

PILSENER

"ASAHI" AND

"SAPPORO" BEER.

LIGHT AND REFRESHING

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	ALLAN LINE FRIDAY, AUG. 20TH.
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43. Via New York 45.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—W. GRADY, JUN., General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
S'GAPORE, PENANG & CALUTTA	"LAISANG"	TUESDAY, 13th July, Noon.
SHANGHAI VIA NINGPO	"CHONGSANG"	WEDNESDAY, 14th July, Noon.
MANILA	"FUJISANG"	FRIDAY, 16th July, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 23rd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	FRIDAY, 30th July, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutang," "Namsang" and "Potsang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 61. Hongkong, 10th July, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
MANILA	"TAMING"	13th July, 3 P.M.
SWATOW, WEIHAWEI, CHEFOO & TIEN TSI	"KUEICHOW"	13th " 4 P.M.
SHANGHAI	"ANHUI"	15th " "
SHINGTAU, CHEFOO & NEWCHWANG	"NANCHANG"	17th " "
NINGPO & SHANGHAI	"PAKHOU"	17th " "
SHANGHAI	"LINAN"	18th " Daylight.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	19th " 4 P.M.
MANILA	"TEAN"	20th " 3 P.M.
SHANGHAI	"CHINHU"	22nd " 4 P.M.
SHANGHAI	"CHENAN"	25th " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUL". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinkun), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 35. Hongkong, 13th July, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
SAIRO	550	R. Rodger	MANILA	SATURDAY, 17th July, at Noon.
RUBI	550	R. W. Almond	"	SATURDAY, 24th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS. Hongkong, 10th July, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	5,000 " "	26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 " "	20th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

Hongkong, 28th June, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TAGOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK"	4,416	SATURDAY, 31st July.
Do.	"SEATTLE MARU"	6,178	25th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for stateroom passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI.	"DAIGI MARU"	SUNDAY, 18th July, at 10 A.M.
NPING, SWATOW & AMOY	"SOSHU MARU"	WEDNESDAY, 21st July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW.	"BUJUN MARU"	THURSDAY, 22nd July, at 10 A.M.

Fair speed—Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th July, 1909. T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAWACHI MARU, Capt. H. Petersen, Tons 6500	WEDNESDAY, 21st July, at Daylight.
VICTORIA, B.C. & SEATTLE Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	SANUKI MARU, Capt. K. Homma, Tons 6500	WEDNESDAY, 4th Aug., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 P.M.
SHANGHAI, MOJI AND KOBE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Aug., at 4 P.M.
KOBE AND YOKOHAMA	YAWATA MARU, Capt. T. Kikine, Tons 5000	FRIDAY, 6th Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	THURSDAY, 15th July.
BOMBAY, VIA SINGAPORE AND COLOMBO	INABA MARU, Capt. R. Takeda, Tons 6500	FRIDAY, 23rd July, at 5 P.M.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 4th Aug., at Noon.
	ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	FRIDAY, 30th July, at 5 P.M.
	YETOKOFU MARU, Capt. K. Soyeda, Tons 4500	TUESDAY, 13th July.

1 Cargo only. 2 Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru	(Capt. F. L. Sommer)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. Moses)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. Thompson)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. W. Bainbridge)	About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN.	Kobe RETURN.	Moji RETURN.	NAGASAKI RETURN.
1st Class.....\$120	\$110	\$100	\$90
2nd ".....\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan. For further particulars, apply to T. KUSUMOTO, Manager. (117-118)

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYCOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERAM, GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Moldavia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on 1st September, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. BFWETT, Superintendent.

Hongkong, 10th July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, B.C. SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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* Kuremaru, 6,232 Tons, Capt. Matheson, 29th July.

* Asymrie, 4,503 Tons, Capt. Boyd, 26th Aug.

* Isomaru, 6,232 Tons, Capt. S. Shotton, 23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong, 1st July, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"

will be despatched for the above Ports on TUESDAY, the 10th August, 1909.

For Freight and Passage, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 30th June, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 22nd June, 1909.

Shipping—Steamer.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE."

Captain W. O. Tyers, will be despatched as above on or about 11th July.

For Freight, apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 23rd June, 1909.

HONGKONG—BOSTON—NEW YORK.

THE Steamship

"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Moldavia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on 1st September, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. BFWETT, Superintendent.

Hongkong, 10th July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially adapted for service in the tropics, being fitted with electric fans in staterooms and refrigerating machinery. A Doctor and Stewardess are carried.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 16th June, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"CARMARTHENSHIRE"

will be despatched as above on or about the 20th instant.

The attention of passengers is directed to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with electric fans in staterooms and refrigerating machinery. A Doctor and Stewardess are carried.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 3rd July, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURCHON"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA"

Captain Hayes, will be despatched as above on or about 14th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £35.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 10th July, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9. every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

HOWAKONO

[illegible]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$1,000,934	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.014	{ \$1,000 sellers London 495
National Bank of China, Limited	10,000	£7	£6	{ £4,000 £150,000 }	\$10,223	\$2 (London 3/6) for 1909	\$54 buyers
MARINE INSURANCE.							
Canton Insurance Co., Limited	10,000	\$250	\$50	{ \$1,500,000 \$382,757 \$411,990 \$185,000 }	none	\$14 for 1907	7 1/2 % \$195 sellers
North China Insurance Company, Limited	10,000	£15	£6	{ Tls. 150,000 Tls. 309,747 Tls. 118,277 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 % Tls. 110 buyers
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$1,000,000 \$299,148 \$105,549 \$68,400 }	\$2,464 9/11	{ Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	5 1/2 % \$825 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	{ \$1,000,000 \$284,475 \$190,000 \$1,000,000 }	\$7 7 1/2	\$12 and bonus \$3 for 1907	7 1/2 % \$230
FIRE INSURANCE.							
China Fire Insurance Company, Limited	0,000	\$100	\$20	{ \$1,000,000 \$438,661 \$1,000,000 }	\$375,341	\$6 and bonus \$1 for 1907	7 1/2 % \$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$568,711	\$27 for 1907	8 % \$347 1/2 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$9,000 \$200,000 }	\$1,085	\$1 for 1906	\$10 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$500,000 \$500,000 \$500,000 }	Nil	2 1/2 for year ending 30.6.1908	7 % \$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,500,000 \$500,500 \$79,428 \$15,344 }	\$20,279	Final of 1 1/2 making \$2 1/2 for 1908	7 1/2 % \$32 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £10,000 £10,000 }	£11,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = £1.154	7 1/2 % Tls. 50 1/2
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 % Tls. 53
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £10,000 £10,000 £10,000 }	£61,817	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909	4 1/2 % 66 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 48,000 Tls. 48,000 Tls. 48,000 }	\$3,121	{ \$1.00 \$0.50 } for year ending 10.4.1909	4 1/2 % \$15 1/2
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 48,479 Tls. 44,100 Tls. 81,000 Tls. 9,000 }	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 % Tls. 45 buyers
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$1,000,000 \$1,000,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$140 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 }	Dr. \$125,871	\$3 for 1897	\$15
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 6,173	Tls. 3 1/2 for year ending 31.8.08	Tls. 225 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £175,000 £175,000 }	£11,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 18.20 b.
Robt Australian Gold Mining Company, Limited	150,000	£1	£1	{ £175,000 £175,000 £175,000 }	Dr. £2,101	No. 12 of 1/- = 48 cents	\$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$48,000 \$48,000 \$48,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.08	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 }	\$50,103	Final of \$1 1/2 making \$1 1/2 for 1907	\$16 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$250,000 \$250,000 \$250,000 }	\$187,078	Final of \$4 making \$8 for 1908	12 1/2 % \$67 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 6,16	Final of Tls. 2 1/2 for year ending 3.4.09	6 1/2 % Tls. 80 1/2 sellers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 697,357 Tls. 50,000 Tls. 135,000 }	Tls. 32,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 155 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 Tls. 25,000 }	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 % Tls. 104 sales
Astor House Hotel Company, Limited (Shanghai)	50,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000 }	Dr. 4,220	\$2 1/2 for year ending 30.6.07	\$10
Central Stores, Limited	10,000	\$25	\$25	{ \$250,000 \$250,000 \$250,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue	\$18
Hongkong Hotel Company, Limited	8,000	\$50	\$50	{ \$400,000 \$400,000 \$400,000 }	\$29,912	Final of \$3 making \$6 for 1908	\$11 b. new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$500,000 \$500,000 }	\$20,475	Final of \$3 1/2 making \$7 for 1908	\$10 1/2 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$5,486	60 cents for 1908	\$4 buyers
Kowloon Land and Building Company, Limited	0,000	\$50	\$50	{ \$500,000 \$500,000 \$500,000 }	\$278	\$1 1/2 for 1908	\$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,535,045 Tls. 320,000 Tls. 320,000 }	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6 1/2 % Tls. 120 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$625,000 \$625,000 }	\$1,968	Final of \$2 making \$4 for 1908	8 1/2 % \$46
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 % Tls. 134 1/2 sales
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 \$1,250,000 }	\$9,553	50 cents for year ending 31.7.08	6 % \$8 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 Tls. 175,000 }	Tls. 6,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 92 buyers
Lao-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$800,000 \$800,000 \$800,000 }	Tls. 4,829	Tls. 4 for 1908	Tls. 121 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 200,000 Tls. 200,000 Tls. 200,000 }	Tls. 15,911	Tls. 50 for 1908	Tls. 370 sales
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/8	12/8	{ £1,500 £1,500 £1,500 }	£648	1/10th per share for 1907 = 1.037	10 % \$10f
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$720,000 \$720,000 }	\$10,000	\$1.20 or 10-8	8 1/2 % \$13 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$61,138	50 cents for year ended 28.2.06	\$6 90
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 \$1,250,000 }	\$3,407	80 cents for 1908	\$9.60 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$300,000 \$300,000 }	\$48	\$1.30 for year ending 31.7.08	\$16 1/2 aa. and b.
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$4,000,000 }	\$3,750	Final of 50 cents making 90 cents for 1908	\$5 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$120,000 \$120,000 }	\$5,790	75 cents for 9 months ending 31.12.07	\$12
Hall & Hols, Limited	21,000	\$20	\$20	{ \$420,000 \$420,000 \$420,000 }	\$8,957	\$2 for year ending 29.2.09	\$23
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000 }	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$125,000 \$125,000 }	\$7,616	Final of \$15 per share making \$19 for 1908	\$55 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000 }	\$8,790	Final of \$1 per share making \$2 for 1908	\$25
Maatschappij tot Mijn. Bosch en Landbouw exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000 }	Tls. 116,682	{ and Quarterly div. of Tls. 12 1/2 for account 1909	4 % Tls. 1,060 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000 }	\$2,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$750,000 \$750,000 }	\$18,640	None	\$14
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 1,200,000 Tls. 1,200,000 Tls. 1,200,000 }	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 % Tls. 113 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 Tls. 280,000 }	Tls. 5,250	Final of Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 168 1/2 b.
Shanghai Waterworks Company, Limited	16,850	£20	£20	{ £1,000,000 £1,000,000 £1,000,000 }	Tls. 23,038	Final of 3/- making 4/- for 1908	Tls. 415 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$150,000 \$150,000 }	Dr. \$50,601	None	\$24
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$100,000 \$100,000 \$100,000 }	\$236	40 cents for year ending 31.5.08	\$5 1/2 buyers
Tientsin Waterworks Company, Limited	8,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 Tls. 4,000 }	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	5 % Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$1,360	80 cents for year ending 31.12.08	\$11 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$2,613	80 cents on 9,000 ord. shares and \$10.00 on 100 Founders shares for yr. end. 31.5.07	6 1/2 % \$13 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$900,000 \$900,000 }	\$2,613	Final of 30 cents for 1908	6 1/2 % 38.70
William Powell, Limited	11,000	\$7	\$7	{ \$77,000 \$77,000 \$77,000 }	\$3.95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	4 % \$4 sellers

* These shares are entitled to half of the profits.

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Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. It is not only a blood purifier, but a blood builder, and it permeates and penetrates to the minutest capillary, overcoming and expelling the virus of disease, wherever and in whatever form met with: removing all blotches, pimples, scurf, scurvy, acrofulous and glandular swellings, dislocations, rheumatism and unwholesome patches, etc. It effects a most magical cure in the treatment of neuralgia, sciatica, lumbago, neuralgia, and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, sores, gonorrhea or Derrahy neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

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